

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.
the King.

Those in favour of
health and strength
please signify in the
usual way by taking

BOVRIL

No. 16,003. 號三零零千六萬一第 日一廿月六年元統宣 HONGKONG, FRIDAY, AUGUST 6TH, 1909. 五拜禮 號六月八年九零百九千一英港香 PRICE, \$3 PER MONTH.

NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

TUNING AND REGULAR

ATTENTION INCLUSIVE.

S. MOUTRIE &
CO., LIMITED.

[a40-2]

KOWLOON HOTEL

In honour of the 7th
ANNIVERSARY OF THE CORONATION
OF
H.M. KING EDWARD THE VII.
A CORONATION DINNER
(Followed by an OPEN AIR CONCERT).
Will be served
On MONDAY, the 9th AUGUST, at 8 P.M.

The famous 13th RAIPUTS BAND will
perform during the Evening.

O. E. OWEN,
Proprietor.

[a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a627]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vours Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a415]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY ★ ★ ★ ★ - - -	\$22.50
" ★ ★ ★ - - -	20.00
" ★ ★ - - -	17.00
WHISKY, PALL MALL - - -	20.10
" JOHN WALKER & SONS' OLD HIGHLAND - - -	12.50
" C. P. & CO'S SPECIAL BLEND - - -	10.50
PORT WINE, INVALIDS - - -	20.00
" DOURO - - -	13.50
SHERRY, LA TORRE - - -	16.00
" AMOROSO - - -	20.00
BENEDICTINE, D.O.M. - - -	Qrs. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[a51]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

"GRIFFIN EXTRAS" ASPARAGUS

THE BEST IN THE MARKET

95 CENTS - - PER TIN.

THIS ASPARAGUS IS PACKED WHERE GROWN AND
PLACED IN THE CAN IMMEDIATELY AFTER CUTTING, THUS
INSURING ALL ITS FRESHNESS AND DELICACY OF FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 14th July, 1909. [a33]



KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:-

CALDBECK, MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 21st July, 1909. [a35]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE, No. 696.

NEW FRENCH NOVELS \$2.00 EACH.

Les Yeux qui S'ouvrent, by Henry Bordeaux.
Pierre et Thérèse, by Marcel Provost.
Le Droit a la Force, by Daniel Lesueur.
Le Porte Etroite, by Andre Gide.
Nietzsche, by Daniel Lesueur.
La Route du Bonheur, by Yvonne Sarcely.
Autour de L'Amour, by Gaston Regout.
Le Mari de La Coulière, by Davenois.
Les Sept Femmes de La Barbe Bleue, by
Anatole France.

NEW GERMAN NOVELS.

Aus Elser Neuen Literatur, by Stefan V.
Kotze.
Mondnacht in Amalfi, by Hermann Bessemer.
John de Rockefeller's Memoiren, by
Autorisierte Übersetzung.

SPECIAL OFFER FOR DIE STAMPING

Monogram Dies of two or three letters, or
Address Dies of one or two lines, cut FREE
OF CHARGE with order for one ream
(4 boxes) of Note Paper.

Previous to this exceptional offer many
of our customers have refrained from having
their Note Paper stamped on account of the
cost of having a die cut being so great.
However, now that we have made the above
offer there is no reason why everybody should
not have their Note Paper stamped, and we
therefore trust you will avail yourself of this
opportunity.

A few samples of our High-Class Note
Papers sent on application. [a32]

The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to

"WHITE HORSE" WHISKY.

MACKIE & CO. DISTILLERS LTD. Etab. 1742.
LAGAVULIN DISTILLERY, ISLAY.

MAKES
OBTAINABLE AT ALL STORES
OR FROM THE
SOLE AGENTS:

LANE, CRAWFORD & CO. \$15 PER DOZ.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused our plates. [a54]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORU MARU" and "SAIKU MARU" (2,877 tons each)

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday Sunday	Saturday or Sunday Monday or Tuesday Friday
Ar.—Mukden	9.15 p.m.	"	"
Ar.—Changchun	5 a.m.	Monday	Wednesday
Ar.—Harbin (Russian Train)	6.55 a.m.	"	"
Ar.—Harbin	3 p.m.	"	"

Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Pet'g.

SOUTH-BOUND.					
Connecting at Harbin with {			State Ex- press from St. P'tg.	State Express from Moscow.	Wagon-Lit from Moscow
Leave — Harbin (Russian Train)*	9	a.m.	Tuesday	Thursday	Saturday
Arrive — Changchun { " "	6	p.m.	"	"	"
Lv. — " " " " " "	7	a.m.	"	"	"
Ar. — Mukden " " " " " "	2.10	a.m.	Wednesday	Friday	Sunday
Lv. — " " " " " "	2.30	a.m.	"	"	"
Ar. — Dairen " " " " " "	12.30	p.m.	"	"	"
Lv. — " " " " " "	afternoon	"	"	"	"
Ar. — Shanghai (Steamer) " " " "	"	"	Friday	Sunday	Tuesday
Lv. — " " " " " "	"	"	"	"	"

*Russian Train time is 23 minutes earlier than S. M. E. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANCHURIA" Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

LONG HING & CO.,

PHOTO SUPPLIES.

JUST LANDED:- 17, QUEEN'S ROAD, CENTRAL.

EASTMAN'S KODAK FILMS.

FOLDING CAMERAS FITTED WITH

"ZEISS," "GOERZ," "ROSS" LENSES ON

COMPOUND SHUTTERS

AT MODERATE PRICES.

DEVELOPING & PRINTING

A SPECIALITY. [a809]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

RABBITS

75 CENTS EACH.

HARES

\$1.50 EACH. [a663]

GENTLEMEN, WE HAVE
SOMETHING TO SUIT
YOU!

JUST UNPACKED.
A Fine Stock of
GENTLEMEN'S ROSE (SOCKS).
Assorted Shades and Designs
Black, Tan, Striped, Checks, Lisle and Silk
Lisle, Double Heel and Toe, Plain
and Lace Worked.
Warranted Fast Colours.
Guaranteed Stainless.

HOOSAIN-ALI & CO.

Hongkong, 3rd August, 1909. [a41]

HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and
after the 19th current, the Selling Price
of ICE will be INCREASED to ONE CENT
Per Ton.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Co., Ltd.
Hongkong, 13th July, 1909. [957]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SHEPHERD & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to .583. at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

DAVID CORSEY & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAILPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

1674 [a674]

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each floor.
Electric Lighting and Fans.
Telephones on every floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Tables D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a998]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134. "SAGHOLA."
Telegraphic Address: "A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[a45]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.

Telephone No. 690.
Apply to—Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHEY,
Proprietress.

Hongkong, 5th October, 1908. [a43]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THIS Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sai An and Sai Fui) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both those centres.

Table Address: "BOA VISTA."
For Terms, apply to

THE MANAGER.

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address: "VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

Telegraphic address: "FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE.

Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLET } Proprietors
M. MAILLE }

[a46]

ADVERTISEMENT

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR.

WATSON'S

HOUSEHOLD
AMMONIAFOR THE BATH, TOILET AND
HOUSEHOLD.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

WATSON'S

CARBOLIC SOAPS

HIGHLY RECOMMENDED BY THE
MEDICAL PROFESSION

In three strengths, containing 5%, 10% and 20% of pure carbolic acid.

WATSON'S

SOAP for
PRICKLY HEATContaining:
ARNICA, CAMPHOR,
AND
CARBOLIC ACID

A. S. WATSON & CO.

LIMITED,
THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.

DEATH.

On July 24th, at Daikei, North Formosa, Arthur Jameson Gardner, aged 44 years, only surviving son of Colonel Thomas George Gardner, late 3rd Foot (The Buffs), Twickenham, Middlesex.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 6th 1909.

It might be well if those who make it their business to encourage working men at home to use any and every means to increase the amount of payment for labour—even to the extent of diminishing the capabilities of capital—to take a warning from some weighty observations which were made by Mr. Mackenzie King, who was a representative at the Opium Trade Conference at Shanghai, on his return to Canada. The remarks were published at the time, but they scarcely seem to have attracted the attention which they deserve. After speaking of the question of Asiatic Immigration, which was naturally that upon which the Canadians were most desirous to hear his views, he expressed his opinion that so far as immigration from the East was concerned the wiser counsels of conciliation and moderation which have of late prevailed would be sufficient to overcome difficulties in this direction; but he went on to say that the real peril which has to be faced, in the present day, was not in the possible movement of labour from Asia, but "the almost certain movement of capital, not only from America, but from Europe also, to Asia, once the industrial possibilities of that continent became better known, and a greater degree of stability and security of

investment was afforded." In this he brings to notice, in a very practical shape, the danger which is unfortunately so much overlooked by those who hold that the one way to benefit the working classes in England is to increase their rate of pay. It is overlooked by them that any artificial action of this nature must of necessity be only of a temporary and limited character, and that the amount of pay which can be given to workmen of any kind must, like everything else, be dependent, in the long run, upon the simple question of supply and demand. It is forgotten that if the wages of the working men in a given country are artificially increased, the inevitable result must be that by degrees the very work upon which they are dependent will be forced away to some other country where labour is cheaper, and it is against this danger that Mr. Mackenzie King utters a well-timed warning. If wages are to be constantly increased in England and America, the effect must be that work which has hitherto been done in those countries, will be done more cheaply and effectively elsewhere, and this will be more particularly the case with regard to India and China, who have hitherto been the chief customers for the products of English and American manufacturing enterprise. Already, the Japanese have done much in the direction of establishing factories, the products of which compete with those from Great Britain, and, as time goes on, we may be certain that China will follow suit in this direction. As Mr. Coombs, the Secretary to the Hongkong branch of the China Association, has pointed out, "Japanese goods, principally of a low class, besides cutting into the trade of similar British and Indian productions, are also taking the place of cloths formerly manufactured from Bombay yarn, so that our trade is affected in more ways than one." It can hardly be doubted, indeed, by anyone who takes an unbiased view of what is going on in the East, that the time may come when both Great Britain and America will find it increasingly difficult to hold their own as manufacturing countries against China, which has hitherto been one of the chief customers for Manchester and American goods. Both Japan and China possess one invaluable asset, cheap labour, whose advent to other countries is so stoutly resisted. It is not surprising that Mr. Mackenzie King should perceive a serious danger in this direction. Capital, the best friend of the working man, will always find its way to the places where it can be most profitably employed, and if the system, of late introduced into England, and supported by Mr. Lloyd George, of disregarding, if not actually opposing, the interests of capital and capitalists be persevered in, the diversion of capital from the country, to aid those who are already competing with us in manufactures, will be largely increased. What the precise effects of this may be on commerce and finance it is difficult to surmise, as commerce has a wonderful power of adapting itself to changed circumstances, and profitable business of a new character may still be carried on. But the effects upon the interests of the working classes at home and in America cannot be doubted, namely, the diminution of the work which can be done and the proportionate decline of these countries as manufacturing and industrial centres.

The French Mail of the 6th July was delivered in London on the 4th inst.

The Rev. F. B. Meyer has been visiting the northern missionary resort of Mokhaushan.

Lord Kitchener's date of departure from Tauris for Ceylon en route to the further East will be about 12th September.

The Douglas Steamship Co.'s *Haimon* is advertised to make another trip to Swatow on Sunday, returning about 9 p.m. on Tuesday.

T. I. H. Prince and Princess Nashimoto, who have been touring in Europe, have returned home via Siberia. They made a brief stay in Seoul and reached Tokyo last week.

A typhoon warning received by the American Consulate-General from the Manila Observatory at 11.15 a.m. yesterday reported a cyclone or typhoon S.E. of Naha, moving W. or W.N.W.

A meeting of Ratepayers of the German Concession at Hankow authorized the Municipal Council to raise a 7 per cent. loan of Tls. 750,000. Tls. 30,000, in debentures of Tls. 100, will be issued shortly. Redemption does not commence before 30th June, 1914, and the loan is to be completely paid off by 30th June, 1934.

The Bandmann Merry Little Maids Opera Co. find that they will be unable to reach Hongkong until Thursday next, and accordingly make the announcement that they will give their first performance on Thursday instead of on Wednesday as previously advertised. Arrangements, we are informed, have been made with Mr. Bortolone to provide ice, &c., at the Theatre during the Company's visit.

For stealing fifteen pieces of wood from a shipyard at Aberdeen a native was charged before Mr. F. A. Haselard at the Magistracy yesterday, and was sentenced to six weeks' imprisonment with hard labour and six hours' stocks.

The Rev. P. T. Johnson, chaplain of St. John's Cathedral, Hongkong, was passing through Shanghai on Sunday last, and was present at the services in Holy Trinity Cathedral in connection with the fortieth anniversary of the Cathedral.

A telegram has been received in Shanghai from Mr. R. C. W. Pullen announcing his resignation of the post of Cathedral organist, Shanghai, the *N.C. Daily News* says, loses a valuable choir-master and musician by Mr. Pullen's decision to remain in England.

A Vladivostok telegram states that it is expected that about 1,500 persons will go there from Japan to attend the horse races to be held between September 6 and 19. About 82 horses from Japan have been entered for the meeting. The event is arousing much enthusiasm among the Vladivostok public.

The revised law for physicians in Japan, which was passed at the last session of the Diet, was issued in the *Official Gazette* for July 19. The chief point of the law is that physicians are not allowed to advertise in any way whatever their medical ability, methods of treating patients, or their past career. If they violate the law, they will be punished with fines ranging up to 100 yen. The law also applies to dentists.

The death is reported of Père du Cray, who succumbed suddenly on July 25th at his residence, Tientsin. Though not in the best of health of late, Père du Cray was able to officiate at early mass on the day of his death, but on returning to his residence he became seriously ill, and died at 4.30 in the afternoon. Père du Cray was the head of the Jesuit Mission in North China, and had been in the Far East for nearly thirty years. He was fifty-three years old.

Inspector Collett effected a clever arrest at Shaikwan on Wednesday night, when a native who has long been suspected of illegally dealing in opium was brought to book. The defendant, whose name appears to have been familiar to opium smokers in the vicinity, had many callers, and among them was an informer who passed in four marked subsidiary coins, and when the police arrived later they found the informer with a quantity of opium and the defendant with the marked coins. His Worship imposed a fine of \$130.

Bishop Carlsdore of Hankow has died of apoplexy. It appears that he was journeying from Chiehchiang to Pailanfu when he was suddenly seized with a heart-stroke on the road, to which he succumbed a few hours later. The Rev. Vincenzo Epifanio Carlsdore, member of the Franciscan Order, Bishop of Madura, and Apostolic Vicar of Eastern Borneo, was born at Montebello Maggiore (Venezia) on June 25th, 1844. He received Holy Orders in December, 1866, and arrived in China in April, 1871. He was consecrated Bishop in September, 1894.

While the N.Y.K. steamer *Hilachi-mar*, which arrived in port yesterday, was between Aden and Colombo on the morning of 18th ult. a Chinese amah, about 45 years of age, jumped overboard and was drowned. Many passengers saw the unfortunate woman take her fatal leap and orders were at once given to turn the vessel's head and keep a sharp look-out for the woman. The steamer cruised about the spot for an hour or so with a boat ready to "lower away," but not a sign of the amah was visible. A rough sea made matters more difficult, and after a diligent search the steamer was put on her course again. It is believed the amah was in a demented condition when she jumped overboard.

The eight natives whose arrest at Yamnati on Wednesday evening was accomplished by Detective Sergeant Appleton appear to have been members of a gang of pickpockets who have many crimes to answer for. A few evenings prior to the arrest the police learned that a Frenchman had been robbed of a number of gold coins, and subsequently Detective Appleton received information to the effect that a few of these coins would be found in the defendants' quarters at Yamnati. His search proved successful, and more than successful, for he also found purses, satobles, and pocket-books which had apparently been stolen. The defendants were charged before Mr. J. R. Wood at the Magistracy yesterday on a charge of receiving stolen goods, and the hearing was adjourned.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—
On the 5th at 11.55 a.m.—The depression remains over the Loochoos. It appears to be moving very slowly.
The barometer has risen over China, particularly in the North.
Pressure is high over N. China and N.E. Japan, and normal over the China Sea.
Moderate or fresh N. to N.W. winds may be expected in the Formosa Channel and moderate W. and S.W. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.23 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (N. and N.W. winds, moderate to fresh.)

Formosa Channel Same as No. 1.
South coast of China between Hongkong and Lamook Same as No. 1.
South coast of China between Hongkong and Hainan Same as No. 1.
(*) W. and S.W. winds, moderate; thunder showers.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE HAWAIIAN STRIKE.

Tokyo, August 5th.

A Consular communication from Hawaii states that the Japanese labourers are eagerly returning to work despite the efforts of the agitators.

CHINO-JAPANESE PROBLEMS.

Tokyo, August 5th.

It is reported that the Chientao question between Japan and China will shortly be settled on a basis of the alteration of the neutral zone.

It is understood that Japan will not negotiate further with regard to the Antung-Mukden line, but will proceed with the work of transformation regardless of China.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

CHINESE PORK IN THE LONDON MARKETS.

London, August 5th.

A London salesman who has examined the recent consignment of Chinese pigs in the cold chamber reports that the meat is in very good condition; so also are the poultry and eggs.

If the condition and quality of the present shipment are maintained there is a good future for this trade.

H. R. H. DUKE OF CONNAUGHT RESIGNS ANOTHER POST.

London, August 5th.

His Royal Highness the Duke of Connaught has resigned the Presidency of the Army Selection Board.

The resignation is causing much talk in military circles.

CHINESE OFFICIAL CASHIERED.

London, August 5th.

The Peking Correspondent of "The Times" cables that Tactai Li Te Shun, the Director of the German section of the Tientsin-Pukau Railway, has been cashiered as the result of the discovery of frauds and corruption in connection with the line.

[Our Peking correspondent reported this in a letter dated June 30th, in which he wrote: "Tactai Li Te Shun is a German-speaking official married to a German lady. The merchants and gentry of Tientsin and Chihli impeached him for corruption, with the result that an official was sent from the capital to Tientsin to make investigations, the outcome being a recommendation that Li Te Shun should be dismissed. To this recommendation effect was promptly given. This culmination produced Viceroy Yang's seizure."]

THE CRETAN QUESTION.

GROWING ACUTE.

London, August 6th.

The Cretan Question is becoming acute.

Turkey is determined not to abate a jot of her rights.

The Government of Greece, replying to the Porte's demand for the withdrawal of her gendarmerie and militia officers, stated that the question is in the hands of the protecting Powers.

It is understood that failing compliance with the demand the most vigorous action will follow.

THE MEETING OF MONARCHS AT COWES.

London, August 5th.

The toasts at the banquet given at Cowes by H. M. the King in honour of the visit of H. M. the Tsar, especially the references to the Duma made in the Tsar's speech, have created a profound impression at St. Petersburg.

It is pointed out that this is the first time in history that a Russian Emperor appears as a Constitutional Monarch.

[FROM THE "CHUNG NGOI SAN FO."]

CHINESE PRINCES TO STUDY IN EUROPE.

Peking, August 5th.

The Prince Regent proposes to send Prince Su to accompany forty youths of the Royal Family to Europe to study.

SUPREME COURT.

Thursday, 5th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING CO. V. ARNHOLD, KARBBERG AND CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. McNeill, from Shanghai, and Mr. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon. Mr. Slade—Perhaps my friend will not object if I show your Lordships two blocks of ice.

The Chief Justice—Are they going to be put in?

Mr. Slade—Yes.
Sir Henry Berkeley—They will be put in as exhibits.

Mr. Slade—This is the Milling Company's ice. It was unfortunately broken on the way down. Sir Henry Berkeley—Will you lift it up?

Mr. Slade shook his head.
Sir Henry Berkeley—It takes some doing.

Mr. Haxton came forward and lifted the piece of ice.
Sir Henry Berkeley—It is quite cloudy. The other is the Hongkong Ice Company's product.

Mr. Slade—The Ice Company's block is seven feet long, six feet high, and nine inches thick. Look at its cleanness. It is double the thickness of the other. You can see anything through it.

Sir Henry Berkeley—The ice is produced from, comparison.
Mr. Slade then dealt with the subject of letter, which would be formally proved.

At a later stage.
Mr. McNeill addressed the Court. He said—

We know there is at the present moment in the premises of the Hongkong Ice Company a piece of ice which is suitable for the purpose of my argument. It is a 20lb. block. We have applied to the Ice Company to sell it, but they have declined to do so. I have requested my friend to ask the manager to let us have it.

Mr. Slade—It is a good sample.
Mr. McNeill—My friend says he will do that, and on that ground I must apply to the Court for it.

Mr. Slade—We say it is not a fair sample of our product.
Mr. McNeill—We want to buy it, but they will not sell it.

Mr. Slade—We say it is not a fair sample. When ice is manufactured in a hurry air needles come into it.

Mr. McNeill—We want to buy it.
Mr. Slade—It is nothing like a fair sample.

The Puisse Judge—You can call evidence to prove that.

Mr. Slade—It seems a most misleading thing. Mr. McNeill—Let it be set aside. That is all we want.

The Chief Justice—If there is any difference in the Ice Company's products the other side may legitimately call for them, and any difference between them can be explained by the manager.

Mr. Slade—As your Lordships please. I thought it was not right to allow them without words to take a tiny piece of ice out of 100 tons which is the worst of the whole lot. Now that it is before your Lordships and cleared up I have no objection.

The Chief Justice—They would be entitled to get it in this way. The manager would be asked—Is the ice always of that quality? He would say "No."

Mr. Slade—We cannot bring a whole plate of ice here. It is too heavy. It weighs a ton. The only fair way to judge the ice is to look at it in the block. I would suggest that the Court view it.

The Chief Justice—That will suit the other side, I suppose?

Mr. McNeill—Yes. It will be more satisfactory to see the ice of the Milling Company as well.

Mr. Slade—Yes.
Mr. McNeill—They are both on the same premises.

The Chief Justice—We will arrange to go some time to-day.

The question of privilege attaching to letters written by Arnhold, Karberg and Company to their other branches was then discussed, after which evidence was called.

Mr. H. F. Chard said he was a partner in A. H. Rennie and Co., the General Managers of the Hongkong Milling Co. He was not a partner when the negotiations were in progress with Arnhold, Karberg and Co. for the purchase of the ice plant.

He was assistant manager of the Milling Company then and became partner later. After the death of Mr. Rennie in April last year the Milling Company went into liquidation, witness being appointed official liquidator, a position which he held from April till September of last year, when he was succeeded by Mr. Percy Smith.

Witness saw the correspondence which passed between the Milling Company and Arnhold, Karberg and Co., but what passed verbally between Mr. Rennie and Mr. Arndt he did not know. The ice plant was erected by a man sent out from Germany. This man supervised the erection and had coolies under him. At the beginning of the work he had another European over him.

Witness was informed on the 4th June that the plant was ready. Witness was over at the mill premises practically every day at that time. It was arranged that the Milling Company should retain the man who erected the plant (Mr. Boyer) for two months after the plant had been erected for the purpose of instructing the others.

From your own observation can you say the plant was in running order before the 6th June?—I saw the plant running before the 4th June. Working properly?—I can't say.

It was making ice?—It was making ice, but whether it was fully complete and making the best ice possible I can't say.

From any information received from Mr. Boyer can you say whether the plant was making ice properly before the 4th June?

Mr. McNeill objected on the ground that Boyer was the agent of the German firm with whom Arnhold, Karberg and Co. had a contract for the supply of the plant, and he was not the agent of Arnhold, Karberg and Co.

The Chief Justice thought that Arnhold, Karberg having asked the German firm to erect the plant the moment out by the latter for that purpose must be considered servants of Arnhold, Karberg and Co., and their acts which included words became evidence.

The Puisse Judge concurred.
Witness stated that Boyer told him before the trial that the plant was ready. An accident, however, happened on the 6th June, necessitating heavy repairs, and the test was not recommended until June 18th. The plant was worked by a Diesel engine. Mr. Boyer told him the output was up to requirement. A day or two afterwards, when the ice plant was working splendidly and turning out the best ice of which it was capable, witness arranged with Arnhold, Karberg & Co. to take out representatives of the Ice Company, the Chartered Bank, and a director of the Milling Company to be present at the testing of the quality of the ice.

Prior to that he had pointed out to Messrs. Arnhold, Karberg & Co. that they should be satisfied the plant was working at its best before the ice was formally inspected. Mr. Arndt said he was satisfied, and it was agreed to have the comparison of quality made on the 23rd June. On that day Mr. C. H. Ross, of Messrs. Jardine, Matheson and Co., Sir Paul Chater, a director of the Milling Company, Mr. Gibson, of the Chartered Bank, Mr. Arndt, of Arnhold, Karberg and Co., and witness went out to Junk Bay.

Mr. Haxton, Manager of the Ice Company, came out later with some blocks of ice. The party went into the ice room, and Mr. Boyer took from the cans some newly-made ice, which was shown to the gentlemen present alongside of the block of ice brought out by Mr. Haxton. Nothing material was said then.

On the 24th June a letter was received from Messrs. Jardine, Matheson stating that the ice was not up to the standard required, and thereupon the Milling Company declined to take over the plant, witness in his letter to Messrs. Arnhold, Karberg stating that they would be held responsible for all damage on account of the plant failing to come up to the warranty. There was no difficulty placed in the way of Arnhold, Karberg carrying out another test, and Mr. Boyer remained at Junk Bay until July 15th.

The other side have alleged that by reason of the company being in liquidation and by reason of the mortgage to the Chartered Bank, you were not in a position to run the plant if the ice had been satisfactory?—That is not so. The Bank was anxious that we should run it. It was a very important asset.

Cross-examined—The Bank wished to carry on the ice plant in order to fulfil the contract with Messrs. Jardine, Matheson and Co., but when the latter refused to take the ice they deemed it would not be profitable to attempt to push their inferior ice in competition with the Hongkong Ice Company.

Am I rightly instructed that the Chartered Bank were to finance the working of the mill until the existing stocks of wheat had been milled?—That is so.

Were the stocks milled before the inspection?—Yes, June 7th.

After the inspection and after the refusal did you take any and what steps to get Arnhold, Karberg & Co. to improve the production of ice?—I reported what had happened and asked what they proposed to do. I went on asking up to the time I resigned and passed the inquiry on to them. It was up to them. I could do nothing.

They said they were waiting advice from Berlin?—Yes.

The plant had been paid for?—Yes.

Witness added that he did not attempt to press Jardine, Matheson & Co. to take the ice, because he was convinced that the ice was inferior to that of the Ice Company's. He believed that the Milling Company had grounds for claiming substantial damages. Any ice sold would, of course, have gone to the liquidation of the damages. They had some ice the outcome of a week's run, which could have been sold. Mr. Rennie discussed the purchase of the ice plant with witness.

Was Mr. Rennie in the habit of consulting you?—I would hardly say consulting.

You were the principal officials?—Yes. Mr. Rennie did not consult me. He usually told me what he had done. (Laughter.)

Did you ever hear him speak of the difference between can ice and plate ice?—No. Personally, I did not know there were such differences.

Mr. McNeill—Neither did I.

The hearing was adjourned till Monday.

KRISHNA VARMA'S LETTER TO "THE TIMES."

A DISGUSTING REFUSION.

A cable to the *Statesman* states that Krishna Varma in the course of a letter to *The Times* says that the declaration that Sir Curzon Wyllie's murderer is a martyr will shock many, but "luckily" he says "there are even in England high-minded politicians who agree with me in thinking that political assassination is not murder."

The writer declares that Surendranath Banerjee is a sycophant, and a self-seeking flatterer, praising a foreign yoke. He adds: "It is a mistake to rely on the loyalty of the Indian masses, who are joining in the great revolution now beginning in earnest."

CANTON.

(FROM OUR OWN CORRESPONDENT).

August 4th.

THE DELIMITATION OF MACAO.

Public feeling is very strong here in regard to the Macao Boundary Question. At a meeting of merchants and other influential men yesterday it was proposed to form a society called the "National Protection Society," for the purpose of holding public meetings to discuss the question. The headquarters of the Society will be in Canton at the Pi Lun Um, and it is the intention to open branches all over the country. Chinese living in foreign countries will also be invited to join the Society. The object of the Society will be to do all it can to protect China's rights, and to urge the Government to do the same. As a first step, efforts will be made to invite subscriptions from all Chinese, in China and abroad, to build four gunboats and to present them to the Government.

PROPOSED CANTON-MACAO RAILWAY.

The Portuguese having demanded absolute control over the Macao terminus of the proposed Canton-Macao Railway, the Chinese in Canton have telegraphed the Waiwupai not to grant this request.

AGRICULTURAL HALL.

The Tactai of Industries, under instructions from His Excellency the Viceroy, has opened an Agricultural Hall near the East Gate, where persons interested in agriculture are shown the best and latest methods of farming and crop-raising. Instructors are always in attendance, and their duty is to explain everything to visitors, and to give them advice on all questions concerning agriculture. The Tactai has reported that the idea is very popular, and the place is crowded every day. The Viceroy has ordered the building to be extended and more instructors engaged.

BANKING ROBBERY.

A daring robbery was committed in broad daylight yesterday near the Tai Ping Gate. A fold in a local Chinese bank was conveying a large sum of money to another bank when, in Ta Tung Street, he was set upon by two desperadoes, who soon relieved him of his burden and decamped. The police succeeded in capturing one of the robbers, and he was requested, under torture, to state the hiding-place of his confederates. This he declined to do, and he will be brought before the magistrate for trial to-morrow.

ANTI-OPIMUM SOCIETY.

Yesterday His Excellency Taiter-General Chang visited the Anti-Opium Society's Hospital, and declared himself much pleased with the arrangements. His Excellency subscribed \$500 to the Hospital funds, and ordered that the officials still addicted to the opium habit should undergo a course of treatment in the Hospital to cure themselves of the vice.

EXECUTION OF PRISONERS.

The 19 prisoners, condemned to death by the Nam Ho Magistrate during the past week were executed to-day.

AGES OF TEST MATCH PLAYERS.

AUSTRALIANS THE YOUNGER TEAM.

The West Australian last month had the following:—
A cable message was published yesterday to the effect that the British newspapers were clamouring for the inclusion of younger men in the test match at Manchester. In view of the fact that the average age of the English team in last week's match was nearly 34 years 8 months, it is interesting to know that 2 months younger men, their average age being nearly 31 years 6 months. Noble is 36 years 6 months; McAlister, 40 years; Armstrong, 30 years 2 months; Carter, 31 years 4 months; Cotter, 25 years 7 months; Macartney, just turned 23 years; Trimmer, 31 years 8 months; Barclay, about 25 years; Ramsford, 24 years 4 months; Laver, 39 years 5 months; Gregory, 39 years 3 months. As a good deal of uncertainty prevails regarding McAlister's age, it may be stated that he was born in Melbourne on July 11th, 1869.

WHO OWNS AMERICAN WEALTH?

Sweeping generalizations and deductions collapse when put to the test of facts. The railroads of the United States are not entirely owned by the Harrisons, Vanderslits, Morgans, Hills, Goulds and the other magnates with which their names are popularly associated. Approximately the Pennsylvania road at this moment has 60,000 stockholders, the Atchafalaya, Toledo and Santa Fe has 25,000, and the New York Central has 23,000. The roads are owned by 1,500,000 or more persons who hold their stocks and bonds, scattered all over the country, who comprise all sorts and conditions of men and women. So it is with the steel trust. Gary, Perkins, Frick and others are among its officials, but the 100,000 persons, residing in every state and territory, who own that combination of stocks and bonds, have a voice in the appointment of those officials and are decidedly interested in the company's fortunes. The Standard Oil has over 7,000 owners or partners—whatever you may call its stockholders.

It is the same in the case of the mines, steamboats, street car systems and the rest of the great interests of the country. Each of these activities stands for a sum of money which bulks large in the aggregate. When divided among their hundreds, their thousands or their hundreds of thousands of shareholders, the sums which they represent to their individual owners are seen to be in most cases quite moderate.

Many millions of dollars of bonds and stocks are held in trust for women and children. The number so held, and the number held in small sums by individuals, are constantly and rapidly increasing. This is especially true at the present time. Speculation is relatively dull. The operations on the great exchanges are small compared with those of recent times. This shows that a far larger number of the stocks have been bought outright and are held as investments than was the case in any previous time. More than a third of the 100,000 persons who hold stock of the United States Steel Corporation are employees of the many scores of mills and mines which are represented in that combination.

The 2,000,000 stockholders of the various corporations of the United States were only about 1,000,000 ten years ago. They are likely to be 4,000,000 ten years hence.—*London Weekly.*

THE SHANGHAI-NANKING RAILWAY.

The N.C. Daily News says:—We have been favoured with a copy of the Budget Estimate of the Shanghai-Nanking Railway for the half-year ending December 31 next. This is the second half-yearly budget prepared by the management of the railway, and the idea of drawing up estimates of revenue and expenditure in advance, and working to them as closely as possible, is one which might advantageously be imitated by other railways in China. The accounts for 1908, which were published in April, are drawn up on the model of the Indian system, and the various headings of revenue and expenditure are analysed so fully that it is possible to work out estimates of fares, or to ascertain which branches of the railway are least productive, without the slightest difficulty or delay. As in the case of the Budget, the system of annual accounts might well be adopted as a standard for railway accounting throughout the Empire.

On the Budget itself a few remarks may be made. The time has almost arrived when the entire expenses of the line will be borne by revenue, as for the current half-year capital is bearing an infinitesimal portion of the expenditure.

The effect of this, naturally, is to increase the revenue expenditure, and it is, therefore, gratifying to note that by judicious and increased receipts it is hoped that the ratio of working expenses to earnings for the current half-year will be slightly less than for the same six months in 1908. For comparison, however, it is better to select completed half-years and to take the results for the six months ending June 30, 1908, and 1909, respectively. Up to June 30, 1908, the total receipts of the railway were approximately \$823,000 and the net earnings approximately \$288,000 and the net revenue approximately \$535,000. For the same period in 1909 the approximate results were \$880,000 and \$278,000, respectively, the decrease in net revenue being due to the transfer of a number of charges from capital to revenue account. The working expenses for the first half-year of 1908 were about \$518,000 and for 1909 \$501,000, the difference being accounted for by increased passenger receipts, which increased the proportion of working expenses to gross earnings a little over 4 per cent.—from 62.94 in 1908 to (an estimated) 66.33, but an actual percentage of 66.82 in 1909, the gross earnings to the end of last month being \$911,000, or \$23,711 in excess of the estimates. The current Budget estimates the rates for the present half-year as 72.81, which is actually lower than the figures (72.99) for the same period in 1908.

A comparison of the estimates for this half-year with the actual figures of the second half of 1908 gives the following results:—

	1908	1909
Gross earnings	\$786,815	\$846,000
Working Expenses	\$574,261	\$518,000
Net earnings	\$212,554	\$328,000

Owing to the elimination of the greater part of capital expenditure in the present half-year, nearly every heading in the estimates shows an increase, but none seems to call for special mention save the expenses of the Chinese Department, which account for over 43 per cent. of the General Charges. The expenses for this department might be considerably reduced without in any way interfering with the efficiency of the management. The Chinese Managing Director and his assistants inspect every bill presented, but apparently the Board of Post and Communications at Peking will not accept their view but insists upon Chinese translations being made of every voucher. This necessitates the employment of a large staff of translators, and the uselessness of such methods is demonstrated by the fact that this staff is two years behindhand with its work. It is an unalloyed reflexion on the probity of the foreign staff to enforce this system, and it is incredible that the vouchers are gone over, compared and checked when they reach Peking.

DEATHS FROM CHOLERA AT SHANGHAI.

Shanghai papers on Monday last reported the death of two Europeans from cholera. One victim was Mr. J. Gibson, a young man of 27, who came out to Shanghai about three years ago, under contract to Messrs. Bruce, Peebles & Co., being employed by that firm in their Construction Department in connection with the installation of the electric tramway system. Recently, however, he left Messrs. Bruce, Peebles & Co., and joined the Standard Oil Co., where he was employed at the time of his death. Last Friday night he played with much success in a water polo match. When the contest was finished Mr. Gibson remained at the baths for some time talking with friends, and in the course of conversation remarked that he was suffering a little from abdominal pains. Neither Mr. Gibson nor his friends, however, took much notice of the pains, thinking they were merely a passing spasm. Soon afterwards Mr. Gibson took a drink of water from the tap and later on remained talking until about one o'clock on Saturday morning. Beyond the slight pains mentioned, Mr. Gibson seemed in good health. After arriving home, however, his condition became serious and he was taken with all promptitude to the Shanghai General Hospital, where he expired at 9.30 on Saturday morning.

The other victim was Mr. Wynn Kerr, who for about two years was first officer on the Standard Oil Co.'s steamer *Hudson*. The deceased was taken ill on Friday on board the *Hudson*, and during the day was removed to the Hospital, but his case proved hopeless, and he lingered only a few hours after admission. Mr. Kerr about 20 years ago was skipper of the Glen Line's *Glenary*. After leaving that Company he joined the American Line and served on their ships for about sixteen years. He spent some time at Panama, where he contracted "Panama fever." Leaving there he joined the Standard Oil Co.'s fleet.

Another case from the *Hudson* is under treatment at the Municipal Hospital, and a young child from the McIntyre Home is also in the hospital ill of cholera.

TRI-CENTENNIAL ANNIVERSARY OF MANILA BOOKS.

Plans for the celebration of the 300th anniversary of the introduction of the art of printing into the Philippine Islands are now under way. At nine o'clock this morning, says the *Cableman* of the 1st inst. at the committee rooms of the Philippine Assembly, a meeting of those interested in the event will be held to decide upon the manner in which the celebration shall be held.

It is proposed to hold a grand convention of printers and lithographers in the near future. One of the principal points to be determined by the convention is the exact date upon which the celebration shall be held, as the year in which the art was introduced into the Philippines is open to considerable discussion. The year 1610 is the one generally accepted as it was in that year that prints were first made with movable types, the block system having been limited in use up to that time.

History is remarkably silent on the question of printing in the early days. It determines, nevertheless, important points. It shows that the first known printer was a Christian Chinese, Juan de Vera, a personal friend of Padre Francisco Blancas de San Jose, a prolific writer of books on devotion and lectures on the subject of the church. It also shows that the press which these books were printed by De Vera was set up in the Dominican hospital of San Gabriel, which in those days stood on the site of the large block of office and bank buildings occupied by the International and other banks and still owned by the Dominican Corporation.

This press eventually found its way into the cloisters of the University of Santo Tomas and remains there to this day, making the printing establishment of the university the oldest in the Philippines.

Prior to this date, however, there were books printed in the Philippines. There were some prints made from engraved blocks after the manner of the Chinese. Fray Alonso Fernandez, writing in Toledo, Spain, in 1611, states that the first book printed in Manila was a book of devotion to Nuestra Señora del Rosario, printed in Tagalog in 1602 and written by Padre San Jose.

Even prior to this there is a letter of the Governor of the colony, Perez Dasmariñas, to the king of Spain, informing him that he had granted a licence to print two books, one in Tagalog and one in Chinese. This letter is dated June 20, 1593, and would tend to show that the first books printed were those mentioned in the letter and that the introduction of the art of printing into the Philippines dates from 1593.

The Franciscan Fathers also established a printing press in the Philippines, establishing it in the banks of the Laguna de Bay on May 20, 1610. Some years later this press was discontinued and brought to Manila and re-erected in the Franciscan convent in this city.

In the same year the Jesuits had their own printing plant also and printed thereon, in that same year, the catechism of Cardinal Belarmino, the printer who performed the feat being Manuel Gomez, a Spaniard, who had been brought from Europe expressly for that purpose. In 1618 the Augustinians also established a press in a convent of their order in Bacolor, Pampanga.

In the 17th century there were printed in the Philippines from 1602 to 1698, 123 books bearing dates and seven others of which the exact dates are uncertain.

The 18th century opened with the publication of the 123rd book and closed with that of the 346th, making in all 223 books published during the century, some of them, comparatively speaking, are some of enormous size considering the circumstances under which they were printed.

In the library of the University of Santo Tomas there still exist several volumes of works of these earliest days, most of them printed with movable types, but some of the still earlier block prints, each page of the publication being printed from a separate block, the engraving of which cost months of careful labour.

The Dominican Fathers, who introduced the art of printing into the Philippines and its assistants, throughout the centuries, still operate the establishment founded on the dawn of civilization in the Philippines in the hospital of San Gabriel.

In connection with the antiquity of printing in the Philippines it is interesting to remember that Philadelphus could not boast of a printing plant till 1668, Calcutta till 1780, Bombay till 1792, Australia till 1795.

"KLONDIKE OF NEW PLANTS" IN CHINA.

The Manila *Cableman* publishes the following:—
The Government Plant Bureau calls a "Klonkiki" new plants was discovered recently by Mr. Frank N. Meyer, one of the botanical explorers of the Department of Agriculture, in Northern China. In the course of an expedition covering many months, this intrepid investigator, says Rene Baehs, writing in the New York *Tribune*, travelled over a vast region hitherto unvisited by any white man, incidentally crossing three times the Great natural barrier known as the Ever White Mountains, which separate Manchuria from Korea.

This is a very cold part of the world, and an object explorer Meyer had particularly in view was to find valuable plant varieties that would prove useful in the far northern part of the United States, where the summers are short. One such plant secured by him was a hulle-less oat, which grew at an elevation of two miles above the sea, in the province of Shanxi. Another, from the same section, was a hulle-less barley. The latter seemed to be rare, and was believed to have been brought originally from the far interior of Mongolia by religious pilgrims. From the same region was obtained a remarkable cabbage. It is much like an ordinary cabbage; but grows on a tall stalk. The expectation is that it will prove well adapted for cultivation in the northern United States.

There was also a red lily, and a "strawberry tree," the latter a small evergreen tree, bearing round, wine red fruit, very pleasing to the taste. This fruit is eaten fresh, stewed or preserved in spirits. Mr. Meyer found in Northern China a peculiar kind of quince, bearing small fruits with a spicy odour, which are used by natives to perfume their dwellings. He also came across and collected slips of a new sort of red rose, with red stems and a multitude of spines. This rose plant, which produces not only flowers, but numerous bunches of large scarlet berries, is likely to prove valuable as a soil binder, and is rapidly over the ground, serving the suggested purpose admirably.

SOME DIFFERENT MELONS.

Mr. Meyer has brought back with him the seeds of two new kinds of watermelon, one with yellow flesh, and the other with white flesh. Both are said to be very fine. He also secured

slips of a number of dwarf trees—those vegetable curiosities which in China are dwarfed artificially by growing them in pots, to confine their roots. One of these, called the kua, is also grown in gardens clipped or twisted into many grotesque shapes, imitating animals, etc. It attains a great age, certainly several centuries. Another known as the shi is loaded in winter with white capsules out of which peck scarlet berries. It is commonly used for decorating tables.

Speaking of watermelon, it should be mentioned that a remarkably new variety has just been received from Horace G. Knowles, United States Minister to Roumania. It is small, round, green in colour, with a thin skin, and about the size of an average grape-fruit; that is to say, just big enough for one person. It has a delicious flavour, and is likely to prove immensely popular for serving in clubs, hotels, and restaurants.

NEW KINDS OF POTATOES.

By far the most noteworthy discovery, however, is that of new kinds of potatoes, which are unlike any with which civilization is familiar. These were found growing in the little archipelago of Chiloe, off the south coast of Chile, by Mr. J. D. Husband. What makes the matter more interesting is that this group of islands is now known to have been the original home of the much prized tuber. It was from this source that the Spaniards in the sixteenth century obtained the potatoes they carried to Spain, thereby giving a new vegetable to the world. The archipelago in question is very remote and inaccessible. Navigation in its vicinity is most difficult, owing to frequent storms, uncharted rocks, and swift ocean currents which run riot among the islands. The latter are rarely visited by ships. Nevertheless, they are inhabited by Spanish speaking white people, whose sole food product is potatoes. They even make their babies of potatoes, pounded raw and mixed with a little grease.

The potatoes that grow there are unequalled. Several varieties known are cultivated by the inhabitants; but many others grow wild on the islands, naturally resowing their own seeds, and producing, by Nature's care alone, limitless thousands of undomesticated tubers of every colour and form, all of which are delicious eating. Among these are new and distinct strains, whose tubers and plants have no similarity to known varieties. In describing some of them, Husband says: "I gathered one. It had a new white skin, with small, bright crimson eyes, which were shaded with dark crimson. The flesh was sweet as sugar. The plant was upright, thick, and waxy, the leaves were like a three-lobed clover. No one would have taken it for a potato plant."

THE IMMIGRATION OF ALIENS.

JAPAN AND AMERICAN TREATY.

The present general treaty between the U. S. and Japan will remain in force until July 17, 1911, after which it is terminable on twelve months' notice by either party. It is known that Japan is likely to give notice as soon as it is able to do so, if for no other reason than her objection to the following proviso attached to the articles which guarantee to the people of each nation the power to freely visit the country of the other and engage in business therein:—

"It is, however, understood that the stipulations contained in this and the preceding articles do not in any way affect the laws, ordinances and regulations with regard to the immigration of labourers, police and public security which are in force or which may hereafter be enacted in either of the two countries."

Japan objects to the words "the immigration of labourers" in the foregoing paragraph on the ground that there is nothing equivalent thereto in our treaties with any other nation except China. A San Francisco contemporary commenting on the subject says:—While the Japanese Government is perfectly willing to let the rest of the world to come to Japan, it objects to the stipulation permitting to exclude such labourers by domestic law as derogatory to the dignity of Japan, since we do not make such a reservation in our treaties with other nations except China. It is, therefore, a matter of mere sentiment, and yet, considering it as such, it is hard to see why Japan should not regard it as a notable concession to her to be the only nation in the world which, by the express provisions of a treaty, is authorized to exclude American labourers from her territory.

To consider the who are not to be admitted to the country, it is a national youthfulness which time will cure. As a matter of fact, Japan is far more particular and resolute than we in determining what rights foreigners may enjoy in her territory, and in that she is quite within her rights. The regulation of what elements shall be permitted to enter into the population of any country is a law determined by that country by domestic law. It is a subject upon which no treaty-making power ought not to meddle with, and should not be allowed to meddle with. The only allusion to the subject which should be in a treaty with Japan or any other country is an explicit acknowledgment that the regulation of immigration is reserved to domestic law. The provision objectionable to Japan has not been inserted in any other treaty except that of China, for the reason that latter country has been no objection to unrestricted immigration from such a source. The time may come when there is such an objection, and the equivalent of these words in the treaty with Japan should be included in all treaties hereafter negotiated with any country.

LOCUSTS AS FOOD IN CHINA.

An Ichowfu, (Shantung) correspondent of the *Shanghai Times* writing on July 27th, reports:—

"The people were much excited last week by a flight of locusts. They passed in heavy clouds northward up the valley of the I River. The passage of the main army occupied nearly a whole day. Standing and watching the ceaselessly moving myriads one caught the true meaning of the Oriental simile:—'As the locusts for multitude.' They did not settle here, although we have had enough of locusts to cause the farmers' anxieties. The people, as usual, seeing great quantities of them without even wild honey to accompany them. The locusts were succeeded about nine o'clock on the night of July 26 by another very brilliant one, in the shape of a meteor which appeared in the southern heavens, a little to the east of south, in the direction of Taingdiangpu. It was so low on the horizon that it was obscured by neighbouring trees, but it was bright and in spite of the quarter-fall like a conflagration. It was very large and of a beautiful green colour."

MEETING AGAIN.

To meet again with our friends after an interval of years may well be the greatest of all joys, but to meet again with our friendly acquaintances from whom we have been always divided by circumstances is not, means always a great pleasure. The thought of the reunion is fraught, no doubt, with a certain sensation of excitement. We cannot bring ourselves to refuse the opportunity, yet how seldom we entirely enjoy it. There are, of course, a few men and women in whose personality time makes no change. They alter in nothing but appearance. They have from youth to age the same manners, the same interests, the same sympathies, the same friends. Their environment may change to any extent. They may go from Piccadilly to the desert, or from Chapham to the backwoods, they come back "just the same." They may begin behind a shop and end in the front of the world. They may marry, they may grow rich, they may prosper or fail. The first thing to be said of them by every fellow-creature who sits in judgment upon them is that they are "just the same." They are as they were born, and they take it for granted that everyone else is also. They are strong people, and they have a strange power of annihilating time for others, and bringing them back, as we say, "to their old selves." They may or may not have very quick sympathies; they have always very strong affections. Nevertheless it is sometimes a qualified pleasure to see them again. Some of us do not want to be reminded of cruel deaths, and come away with an uncomfortable feeling that we have renewed acquaintance with one person more than we bargained for.

But such people are exceptional, and belong to a strongly marked type. The majority change with the years inwardly as well as outwardly, perhaps inwardly even more than outwardly. We may have no difficulty in recognising them at first, and yet after a quarter of an hour's talk we may feel quite unable to realise their identity. They may even give us a strange sensation, as if we could doubt our own. They have developed in an opposite direction to that which we expected, or left us who have changed? The years between youth and middle age are the most eventful years of life, and these in which long separations most commonly occur. Perhaps there was a man we lost sight of for a time on whom we looked down a little. He also was one whom we liked; we had a pleasing little feeling that he looked up to us. It was natural, we felt; our chances were better than his. No doubt he envied them. We perhaps often thought of him during the intervals, always with feelings of kindness. Possibly we heard vaguely that he had "got on," but the news made no permanent difference to the development of our mental picture. We still looked down at him with our own mind's eye. At last chance throws us across his path again. We did not understand that he had passed as on the world's stairs, and we are inwardly astonished to find him a man of far more account than ourselves, and we realise with a smile that is not altogether without bitterness that the man we remember our old relations with something of amusement. Was not really to whom he used to defer? We cannot take up the old role. Yet we cannot take up any other. On the whole, we wish we had never seen him again. Or the positions are reversed. We realise our success with a sudden sharp thrill of pleasure which comes unbidden and comes of contrast, followed most likely by a horrid sense of how vulgar we are, we say to ourselves, and how vulgar-minded. We wish we had not met him, and in such an unworthy sensation. It will bring us ill-luck; we feel sure it will.

Between women the sudden resumption of intimacy with a person who has been long away is even more embarrassing than among men. A familiarity which has ceased to be habitual is irksome, and the gradations of intimacy are more marked. Also a woman's career is—she always thinks it is—more a matter of chance than that of a man, and she must be very good woman if she never rebels against fate when she suddenly sees again some one who has realised so many more than she has done of the hopes once common to both, and who must be very justified if she never vents a disappointment, which should rightly be an abstract feeling, upon some particular person. On the other hand, if the prospective person is not sorry for her less prosperous friend, she is far more heart-broken than the average woman, but feelings of pity and of envy, however soon dismissed, are bad omens for the renewal of friendship.

But suppose all these petty factors be out of the question, and that two people meet again who are by nature really good and generous, or who still stand about equal so far as luck and the world are concerned, who have run a very difficult task to keep up a friendship severed by time. For one thing, the first meeting, which should rely the foundation, often leaves a gloomy impression upon the minds of the people concerned. There is no disguising the fact that it is sad to look back. As to those few and true friendships upon which absence has no effect, they depend for the most part upon common interests, interests which are impersonal, and very often abstract, hence-proof of friendship does exist which are founded on nothing but an indefinable affinity of soul, but they are rare.—*Spectator.*

DEATH OF CAPTAIN DOUGHERTY.

It is with feelings of most profound regret that we have to record the death of Captain John A. Dougherty of the U. S. *Rainbow*, which occurred at the Shanghai General Hospital at an early hour on Sunday morning. Captain Dougherty entered the hospital some four days ago, suffering from a severe chill which afterwards developed into acute pneumonia, and which defied all the skill of the medical attendants.

The deceased, who was about 51 years of age, was stationed in Tokyo some two years ago and was afterwards transferred to the *Rainbow*, a naval harbor's flagship of the third Pacific squadron. He was a popular officer and his kindly demeanour will be greatly regretted by his brother officers, as well as by the men who have been under his control.

Captain Dougherty was a graduate of the naval academy at Annapolis, Maryland, and had distinguished himself as an able and efficient officer. The body has been embalmed and will be taken to Washington, as to the disposition of the remains. It is anticipated that the remains will be sent home to the States for interment.—*Shanghai Times.*

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s steamer *Tanning* left Manila on the 4th inst., and is due here to-day at 6 p.m. The N.Y.K. steamer *Maru* (Bombay line) left Bombay on the 3rd inst., and is expected here on the 24th inst.

THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO

CO., LTD.

[36]

NERVES IN GOLF.

Mr. H. H. Hilton writes in *Westminster*: There is one grave distinction between the player who is great and the player who is not. The latter invariably exhibits signs of his mental agitation; the great man, on the other hand, invariably succeeds in making this to a certain extent. It is only given to the keenly observant to fathom the innermost feelings of his subject, and even then the critic is apt to be led astray by that false friend imagination. Watching the play in the open championship at Deal, one was led to the conclusion that the game of golf, as played in championship events, is much more a painful trial of physical and mental endurance than a joy. Seldom does one come across a competitor who could by the wildest stretch of imagination be said by facial demonstration to be enjoying the task in hand. True it is that occasionally a competitor was to be met with who wore the appearance of joyfulness, but you could be almost sure that this joyfulness was assumed, and that the worthy individual was clean away from the regions of passable success—as they say in racing parlance, "he had put his ears back." With all the smile on his face, and the somewhat happy-go-lucky manner of hitting the ball, was he happy and joyous? Not a bit of it; he was simply trying to put a cheery face to hide what was probably to him a sad disappointment; just showing that work that he didn't care. Did he not care? Well, I wonder.

Every man has his own peculiar way of showing his emotions when on the links. The present champion, for instance, is one of the easiest to read—a most simple subject to the critic. J. H. Taylor is a sample of the out-spoken Englishman who hides just as little as he can. If he is pleased he takes no trouble to hide the simple fact; if he is not pleased any amount of trouble he might take would not succeed in hiding the fact. His demeanour and his every action tell of this displeasure, and in consequence he is a most interesting study to watch in his varying moods during even the course of a single round. The moods, indeed, are almost more interesting than his golf. At Deal he had little to really ruffle him after a first nine holes, but when in the third round he another his fee shot to the eleventh hole and was badly humiliated his face was a study, and I should have felt really sorry for the man who at that moment attempted to tell him some silly uninteresting story. He just looked at it, did you ever see such a thing. But Braid's little ways are not prone to supply you with much information as to the state of his nerves and temperamental balance. Harry Vardon when not doing well develops a tired smile, which suggests a mixture of amusement at the way fate is treating him and boredom at the fact that he has still to continue playing. No doubt this is just his little way of exhibiting disgust.

But it is difficult to arrive at anything like a sound conclusion as to the emotions which are surging through a man's system. Look at young John at Deal, to the casual observer he was as cool as the cucumber; not that he looked at all happy, far from that, but he just played his shot and walked on, and, moreover, attacked disaster in the most resolute manner. Every now and then, however, he seemed to find that his lips lacked their normal moisture, and took the opportunity to supply the lack of it with the aid of his tongue.

Again, look at the final of the amateur at Muirfield. Who could justify any but the most nervous of the players? The latter only exhibited one sign—viz., after hitting his final putt at the last hole, whilst as for the winner he seemed almost more bored than nervous. Yet I think there is no doubt that both were struggling up to the highest pitch. Someone once remarked when watching a well-known amateur play, "I can never tell if he is nervous or not." A lady promptly replied, "Well, I can tell you he is nervous, and he is staring now." She knew; she was his wife.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Crème Chamoise, Laft Charmant and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

BANKS

**NEDERLANDSCH-INDISCHE
HANDELSBANK.**
(NETHERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1853.

Authorised Capital	Fl. 15,000,000 (£1,250,000)
Subscribed Capital	Fl. 12,378,100 (£1,031,500)
Reserve Fund	Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months	4 1/2 % per annum.
6 do.	3 1/2 % do.
3 do.	3 % do.

C. WOLDRINGH, Manager.
No. 16, Des Voeux Road Central.
Hongkong, 4th August, 1909. [26]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).
Capital Subscribed (paid up) Yen 5,000,000
Reserve Fund Yen 1,320,000
HEAD OFFICE: TAIPEH, FORMOSA

BRANCHES AND AGENCIES:

Amoy	Kobe	Tsinan
Anping	Nagasaki	Tsamsi
Foochow	Osaka	Tokyo
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE:
3, DES VUEUX ROAD.

Interest allowed on Current Accounts
Deposits received on terms which may be
on application.

D. TOWDRO, Manager.
Hongkong, 11th March, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
... .. about Max. \$7,222,222

RESERVE FUND Gold \$3,250,000
... .. about Max. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York
LONDON OFFICE: Threadneedle House, 1

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED
BRANCHES and AGENTS all over the WORLD

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances accepts Fixed Deposits at the following rates:

For 12 months	$\frac{4}{3}$	per cent. per annum
For 6 "	4 "	" "
For 3 "	3 "	" "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON
 Manager.

Hongkong, 8th April, 1908. [9]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:—

STERLING
21,500,000 at 2/-= \$15,000,000

SILVER \$14,500,000

RESERVE LIABILITY OF PROPRIETORS \$29,500,000

COURT OF DIRECTORS.

Hon. Mr. W. W. GIBSON—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
J. W. BONDUR, Esq. E. SHALLIN, Esq.
C. G. BARRETT, Esq. E. S. STEWART, Esq.
E. S. GURNEY, Esq. H. A. SHAW, Esq.
W. HELMS, Esq. H. A. W. SLADE, Esq.
C. E. LEHMANN, Esq.

CHIEF MANAGER:
Hongkong—J. E. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTEE.

LONDON BANKERS—LONDON AND CO.
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two
cent per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months 24 per cent per Annum
For 6 months, 32 per cent per Annum
For 12 months, 4 per cent per Annum

J. E. M. SMITH
Chief Manager

Hongkong, 2nd June, 1909.

THE Business of the above Bank is conducted by the **HONGKONG SHANGHAI BANKING CORPORATION**. Rules may be obtained on application. **INTEREST** on deposits is allowed per cent. per annum.

Depositors may transfer at their balance \$100 or more to the **HONGKONG SHANGHAI BANK** to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the HONGKONG and SHANGHAI
BANKING CORPORATION
J. E. M. SMITH,
Chief Manager
Hongkong, 12th January, 1907.

GRACA & CO.
(Incorporated in Hong Kong)

10,000	(Estimated 1905)
Account	No. 27 DES VUEX ROAD.
Daily	Dealers in
	POSTAGE STAMP
	AND
cent.	VIEW POST CARD
	Just Received a Selection of
100	SENF'S ILLUSTRATED
100	POSTAGE STAMP ALBUM
121	of Latest Edition, from \$1.75 to \$16
	Inspection Invited.

AUCTIONS

R. R.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on MONDAY and TUESDAY, the 9th and 10th August, 1909, at 10 A.M., each day, at H.M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, comprising:—
Old and Surplus Naval Stores: CHAIN, WOOD, BLOCKS, ROSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c., &c.
Old and Surplus Victualling Stores: PROVISIONS, STEAMERS' CLOTHING, BLANKETS, MESS TILAS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c., &c.
Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 24th July, 1909. [1002]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for ACCOUNT OF THE CONCERNED, on THURSDAY, the 19th August, 1909, at 3 P.M., alongside Queen's Statue Wharf, "The Steam-Launch" "SWALLOW,"
Length over all 78 feet,
Breadth 14 feet 4 inches,
Moulded Depth 8 feet,
Capacity—Gross Tonnage 65.53, Net Tonnage 35.06, Compound Surface Condensing Engines 94 by 16, Working Pressure 125 lbs, 8 years old.
Licensed to carry:—Within the Harbour Limits—120 passengers, Outside the Local Trade Limits—81 passengers, Outside the Local Trade Limits—24 passengers.
Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 5th August, 1909. [1044]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 21st July, 1909. [908]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE.
26, DES VŒUX ROAD, CENTRAL.
DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.
Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALDIS" Lenses.
DEVELOPING AND PRINTING A SPECIALITY.
Hongkong, 24th April, 1909. [37]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.
SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LTD., COPENHAGEN.
NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 9th inst., at 9.30 A.M.
All claims must reach us before the 13th inst., or they will not be recognized.
Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents,
Hongkong, 2nd August, 1909. [6]

S.S. "TONKIN," COMPAGNIE DES MESSEAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from Bordeaux, s.s. "Ville de Citta," and "P. Leroy Lallier" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless information is received from the Consignees before Noon, To-day, requesting same to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after MONDAY, the 9th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 9th inst., or they will not be recognized.
All damaged packages will be examined on MONDAY, the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPAGNE, Agent,
Hongkong, 2nd August, 1909. [2]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer "CALEDONIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored until Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "Marmora,"
From Australia, ex s.s. "Macedonia,"
From Calcutta, ex s.s. "Nora,"
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent,
Hongkong, 4th August, 1909. [1]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENGLOE," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents,
Hongkong, 4th August, 1909. [1043]

Apollinaris
"THE QUEEN OF TABLE WATERS."
SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING AND H.R.H. THE PRINCE OF WALES.
For Table Use and Mixing with Wines and Spirits.
[958-1]

BUDDHA'S REMAINS

THE REMARKABLE DISCOVERY NEAR PESHAWAR.

As announced by Renter, the other day, the Archaeological Department at Calcutta have made an amazing discovery of a portion of the ashes of Gautama Buddha in the Buddhist Stupa, near Peshawar, exactly on the spot where the Chinese traveller, Hsuan Tsang, said they had been placed. According to the *Times of Ceylon*, the site was indicated in the first place by M. Foucher, a French savant, who measured the distances indicated by Hsuan Tsang and pointed out two mounds half a mile from Peshawar, one as almost certainly the exact spot where the ashes were buried.
M. Foucher convinced Mr. Marshall, the head of the Archaeological Department, and the latter obtained money from Government and proceeded to excavate. The first mound only showed the remains of a gigantic temple. The other mound, he found, covered remains of a pagoda no less than 285 feet from side to side and with columns so long that the legend of the tower around to encase the stupa, which was hoisted to the immense altitude of the top of the structure by no means out of the top of Deep into the remains of half-dressed stone and brick, which he mined, he found the remains of a stupa, a relic of the great Buddha, which he unearthed hundreds of great, square earthen plaques, a most Babylonian in their proportion, covered with blue vitreous glass and containing individual letters in Kharoshthi, the script of ancient Buddhism, which, however, were so broken up that epigraphists have not been able to decipher the inscription.
Further down, he came upon a great, square platform with wide flights of steps leading up to it from every side. Into this again he tunneled, and in the very heart of the mound, thirty feet below the level where the Mahomedan Peshwa-speaking peasants now plough the surface, he unearthed a stone burial chamber. The roof of it had fallen in, but in the corner, broken by a block of stone from above, yet still upright as it had been reverentially packed nearly two thousand years ago, was a heavy casket that contained the treasure. A green mouldering box of corroded bronze, seven inches high by five across and shaped like the powder-puff box of a modern beauty, which is also the shape of the jewel case of a Greek lady of the time of Christ, was all that could at first be made out. Little by little, however, it was cleaned and delicately carved figures after figures emerged with Kharoshthi inscriptions in fine dotted and indented curves between and on top. Once nearly three inches high, but now crushed into the surface, is a seated Buddha. On either side are two broken figures of worshipping Bodhisattvas that may have stood for Brahma and Indra. At their feet is a Kharoshthi inscription, which runs:—Homage of teachers of the Sarvastivada school, the root of the top is curved and carved to resemble a full-blown lotus flower. In the centre of which three bronze figures were set. The lid pulls off exactly as in a powder-box. Around the top of it, where the vertical side begins, are carved bronze gears chasing each other in flight and supporting amongst them a garland of flowers of Grecian make. Between the gears is another dotted inscription too corroded to make out, except that the name Kanishka is one of the words.
Below the lid are a number of bas-relief figures each a couple of inches long, in high relief. The principal one is a standing image of a princely person, extraordinarily like the image on well-known coins of Kanishka, one of which coins was actually found a few feet away from the casket. The other figures run in a circle round the casket. In the middle of its cylindrical portion they represent seated Buddhas with wavy hair, discus wheels, and amongst them a Kharoshthi inscription, which, however, is another dotted Kharoshthi inscription, which gives the name of the Greek maker of the casket. It runs:—Agasthas, head engineer in Vibhara (Pagoda) of Kanishka, in Sugarama (collection of pagodas and monasteries) of Mahasana. The name Kanishka in this inscription is so arranged that it falls immediately below, and is indeed divided by, the figure of this King. The bottom of the casket was loose, and through it poured the glowing edge of a transparent rock crystal. The actual relic was extracted with infinite care and proved to be wrought hexagonal receptacle, five inches long by three inches across, with a hole, two inches wide by three deep, in the top. The top was stopped with an earthen seal bearing the device of an elephant, which is supposed to have been the Royal emblem of the house of Kanishka. Within is the relic, which the crystal casket, vault, and pagoda were alike destined to guard. It consists of three small pieces of charred bone that once were a Buddha himself.

THE GREAT SEIZURE OF OPIUM AT MANILA.
WELL-KNOWN AMERICAN ARRESTED.
The Manila *Cablenews* of the 1st inst. says:—Louis T. Grant, a well-known electrical engineer and planter, was detained yesterday morning on board a steamer on which he was a passenger for Pasig and brought ashore to the prosecuting attorney's office, where he was formally charged with having illegally imported opium and cocaine into the Philippine Islands. A complaint was then prepared against him by Assistant Prosecuting Attorney Southworth and filed with the Court of First Instance. Later in the day he was arraigned before Judge Lobregier and released on bond set in the sum of P5,000. E. M. Barton and A. Hoise appearing as his bondsmen.
The complaint reads as follows:—
"The undersigned accuses L. T. Grant of the crime of illegal importation, committed as follows:—
"That on or about the 29th day of July, 1909, in the City of Manila, Philippine Islands, the said L. T. Grant did then and there, wilfully, unlawfully, knowingly, fraudulently and feloniously import and bring into the Philippine Islands from a foreign country, and assist in importing and bringing into the Philippine Islands from a foreign country, contrary to law, goods, wares, merchandise, to wit: two hundred and ten (210) kilos of prepared opium, of the value of P19,000 and eleven (11) kilos of cocaine, a derivative of opium, of the value of P1,500, all of the total value of P20,500, equal to and the equivalent of 102,500 pesos, Philippine currency, and did then and there receive and conceal and assist in receiving and concealing said goods, wares and merchandise after importation, knowing same to have been imported and brought into the Philippine Islands contrary to law."
All in violation of section 341 of Act 355 of the Philippine Commission.
(Signed) L. M. SOUTHWORTH, Acting Prosecuting Attorney.
It is understood that further arrests will in all probability be made in two or three days. Mr. Grant has retained as his attorney, Charles C. Cohn.

THE DALAI LAMA

DEPARTURE FROM KANSU.

A correspondent of the *North China Daily News* writing from Siningfu under date of June 21 gives the following description of the departure of the Dalai Lama and his people from Kansu:
"The Lama wears on, the cold windy spring has gone, summer is here and at last the grass has grown high enough to permit his highness the Dalai Lama to start out for his own home. The city officials went up to Kambum to see him off, and after keeping them waiting about a few days to magnify his importance he at last made his departure on June 3 by way of Tunkori and the Kokonor. The Amban, or Imperial Resident, and the General District Magistrate and Major Tang escorted him to Tunkori, a tiny city ninety miles west of Siningfu, from which place he started on the 6th instant. It will take him just about one month to get to the Taidam, whence the route lies due south. Travelling, will be very slow owing to the lack of rain, there is very little grass. About 1,300 camels started a month ago and he has about 700 more with him and over 300 horses. A vast number are carrying grain for horses and food for the men. He will not reach Lhasa till near the middle of September, probably later, as they will be obliged to stay at places where there is good grass to feed up the camels and horses. No one should leave at his departure. No one wishes to see him again. He goes 'unseen, unheeded, and unused.' He has been blamed for the windy spring and again for the scarcity of rain.
"Before he went a special decree was sent down from the Emperor to him to permit him to start. Before it reached him an interesting scene occurred. The special decree was put in a wooden case carried by eight men dressed in long red garments with yellow stars spotted all over. Passing out of the West Gate to the foot of the southern hill the chair was met by all the high officials, who had ridden out beforehand on horseback and now dismounted, came towards the chair, and bowed before the official in the chair to Kambum, followed by the officials, and apparently they expected his highness to come out and meet the will of the Emperor, but to their disappointment and disgust he only met it at the inner door of his temporary palace.
"The Emperor's decree was to permit him to start. Before it reached him an interesting scene occurred. The special decree was put in a wooden case carried by eight men dressed in long red garments with yellow stars spotted all over. Passing out of the West Gate to the foot of the southern hill the chair was met by all the high officials, who had ridden out beforehand on horseback and now dismounted, came towards the chair, and bowed before the official in the chair to Kambum, followed by the officials, and apparently they expected his highness to come out and meet the will of the Emperor, but to their disappointment and disgust he only met it at the inner door of his temporary palace."

AMERICA AND FOREIGN COTTON TRADE.

At the recent convention of cotton manufacturers at Richmond the subject of the foreign trade in cotton goods was discussed. It was pointed out that the principal competitors of America in foreign markets are Britain and Germany, both with Japan rapidly coming up. It was pointed out that America continues to export her raw cotton to Britain, Germany, France, Russia, and Japan, without making the sale of her own cotton goods in the East, in China and Japan especially, we shall soon see the trade of Britain diminishing and that of Japan increasing. The mission of America was pointed out to the Convention to be to direct effort to displace the one and forestall the other. It was admitted that Britain has the advantage of proximity and of practical control of the trade through long relations, but American mills, it was contended, have the advantage over Britain in raw material and "agreements," and over Japan in raw material and in a greater number of mills with a quarter of a century lead. But Japan has the advantage in proximity and in a more intimate knowledge of trade conditions in the East. Japan has now about 100 cotton factories, of which 15 per cent are making cloth, the remainder making yarn. China is the great market for the Japanese mills, because of their intimate knowledge of Chinese ways and wants. The Japanese merchants are actively investigating the Chinese market for cotton goods and adapting themselves to it. The trade is also being pushed in Korea and Manchuria. The American manufacturers at the Convention were told that American cottons have made some substantial progress in the Orient during the last 10 years, but only progress to be reminded how far they are behind. In 1908 America sold to China 50,000,000 yds. of cotton goods, as against 51,000,000 yds. sold by Great Britain and Japan the British sales were to the value of \$10,000,000, while those of America were only to the extent of \$20,000,000. *British Trade Review*.

BURMA.

SEPARATION FROM INDIA WANTED.

The *Rangoon Times* makes a startling suggestion in a leading article, headed "The Separation of Burma." Our contemporary begins by expressing its gratification that Mr. Stuart, Editor of the *Rangoon Gazette* and delegate to the Imperial Conference, has mooted the subject of the Burma question, and that he proceeds to dwell upon the advisability of separating Burma from India, on the ground of incompatibility of interests and utter want of sympathy, on the part of the Simla authorities, with Burma's needs.
"At any rate" the *Rangoon* paper goes on, "they take good care that, in financial matters, Burma should be the last served, she being regarded as the Cinderella of the Indian family. Burma having long grown out of short frocks and become big, she wishes to be treated as a full grown self-supporting person, who is conscious of her own power to transact her own affairs unhampered by the vagaries of Indian finance. Nor does Burma wish to be part of a Burmo-Malayan Vice-royalty. Burma being sui generis in language, race, religion and habits, feels she would best prosper, pursuing her own course, as a Crown Colony."
The fact all seems to lie in this: that Burma wants funds. She provides them but scarcely has them, for growing rapidly India takes away all the surplus. Little Burma cries out, "I want funds and fair play." For it seems it is the most profitable Colony in the East. (To whom?) Burma, we are further told, spends three or four times more per head in the purchase of European products than any other Eastern race, barring none. And so:
"With the chance of utilising our own surplus for our own wants we shall have little need to borrow for those purposes are ample to develop our resources. And the more these resources are developed, the richer will be the revenues of the country grow."
"AN ILL-RED CHILD."
With grave candour, our contemporary goes on: "It all shows what Burma is capable of with fair treatment. Like an ill-fed child her growth has been stunted. Her development under the Indian regime has been retarded over and over again and years of hope deferred. Schemes approved and sanctioned for promoting her welfare are constantly shelved, because a famine takes place in India, or some war on the North-West Frontier breaks out; and then Burma has to do without her requirements for a few more years."

FOR PREVENTION

It is an admitted fact that prevention is better than cure, and in so many cases it is more true than in regard to bodily health. What may at first be but a slight ailment, may, if neglected, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

FOR CURE
If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more potent means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only TAKE BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 1/11 & 2/9.

SOME SAD MEMORIES.

The Government of India has already so much to attend to, that our contemporary concludes in somewhat melancholy mood, that schemes for Burma's betterment would not receive the slightest consideration, if it was Burma as at once voted as impracticable, impolitic and impossible.
"It is not exactly European colonisation that we suggest, but the introduction of European farming enterprise and methods for the instruction of the people and improvement and increase of food supplies suitable for European requirements, while at the same time we obtain the services of a reliable force of militia, to serve the Government in case of need. Had the Government of India encouraged European colonisation in various suitable localities, its position would have been very much improved to-day than it is in many ways. As it is, if British rule were ended in India, the only memories of its former existence for two centuries would be piles of empty beer and whisky bottles and, perhaps, also the love of liquor and litigation, implanted among certain classes. We trust for a different result and a different result of British relations with Burma. But this can only be expected, if Burma is allowed to out the painter and to paddle her own canoe."

WOMEN WHO NAG.

Not long since a physician said he believed that nine times out of ten, when a woman "nags," she is tired. This, mark you, not because of too much work, but because of the physical and mental strain, the tired-out feeling which is born of indigestion. Indigestion is the feeling of irritability, of nervous impatience, that make women shrews, men angry brutes. Indigestion means a sort of starvation and starving people are seldom pleasant company. The cure is food—not food that lies dead in your stomach, but food that is eaten with a relish and digested promptly, perfectly, just as a perfect mill grinds grain.
When your stomach is out of order it cannot do perfect work. In such warm, moist conditions the stagnant food ferments and gives off poisons, instead of the rich nourishment that goes to build up and sustain good blood, muscle, nerve and bone. This poison first taints the blood and is thus carried by it all through the body, dulling the brain and producing biliousness, constipation, dizziness, wind and pains in the stomach, loss of appetite. That was the condition of Mrs. Maria Peacock, of Flomsted, near Dunstable, who wrote not long ago, saying:—
"It is now between 17 and 18 years since I first used Mother Seigel's Syrup. My complaint was indigestion. My appetite was poor, the slightest exertion fatigued me and I was always drowsy—particularly after eating. Sometimes I was so dizzy that I was in danger of falling. The drowsy and dizzy feelings are among the surest signs of the poisonous pollution of the blood. Poisons sometimes dull the senses and sometimes cause acute pain. The poison of indigestion produces both of these effects. But Mrs. Peacock's letter goes on to say:—
"However, a few bottles of Mother Seigel's Syrup thoroughly freed me of these ailments. I have never since been troubled with indigestion, but I have often give the Syrup to my children for their ordinary ailments and always with good result."
Still another good result that Mrs. Peacock obtained she describes thus: "People who think Mother Seigel's Syrup good only for indigestion are mistaken. Now that I am nearing 50 years old and my constitution undergoing the change common to that period of woman's life, I find it is the only medicine that will relieve me. It has proved always a true friend to me and mine."
Mother Seigel's Syrup is made of the curative extracts of certain roots, barks, and leaves. It cures in the healthy, natural way, by toning up, strengthening and assisting the organs of digestion, giving pure blood, full nourishment and good general health.
Mother Seigel's Syrup is also prepared in Tablet form, as Mother Seigel's Syrup Tablets. Price 2/9. [74-5]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Eng. Iron and Foundry Works Importers. General Iron, Copper and Shipchandler. Nos. 35 & 37, HING LOONG STREET, (2nd Store, west of Central Market) Telephone No. 515. [583]

RIGAUD'S
KANANGA
OF JAPAN
TOILET WATER
Beware of Imitations.
RIGAUD & Co.
PARFUMERS
8, rue Vivienne, 8
Paris-France

SHIPPING IN PORT.

STEAMERS.
AIDENHAM, British str., 2,410, St. John George, 3rd August—Melbourne via ports 29th June, General—Gibb, Livingston & Co.
BENGLOE, British str., 1,932, Wm. Guy, 4th August—London 21st June, General—Gibb, Livingston & Co.
BUSUI MARU, Japanese str., 1,958, Masumoto, 3rd August—Mojji 27th July, Coal—Mitsui Bussan Kaisha.
CALEDONIA, British str., 3,529, D. Hayward, 4th August—Bombay 21st July, General—P. & O. S. N. Co.
CHINKIANG, British str., 1,264, W. W. Kay, 2nd August—Chefoo 26th July, General—Butterfield & Swire.
CHITTO MARU, Japanese str., 1,326, W. W. Greene, 26th July—San Francisco 29th June, General—Toyo Kisen Kaisha.
CHOWTAI, German str., 1,115, W. Mollerma, 1st August—Bangkok 23rd and Hoihow 31st July, General—Butterfield & Swire.
CHUNSHANG, British str., 1,418, W. E. Saxon, 29th July—Wakamatsu 22nd July, Coal—Jardine, Matheson & Co.
DAIOI MARU, Japanese str., 860, H. Murayama, 29th July—Tamsai, Amoy and Swatow 28th July, General—Osaka Shosen Kaisha.
DAIWIN MARU, Jap. str., 899, F. Kaburaki, 4th August—Swatow 3rd August, General—Osaka Shosen Kaisha.
EGYPTIAN, British 4 masted barques, 2,969, James Whit, 30th July—New York 16th April, Kermanshah Standard Oil Co.
ERROLL, British str., 2,885, L. James, 4th July—Saline Cruz 24th May and Moji 23th June, Coal—Doddwell & Co.
ESKDALE, British str., 1,926, Duff, 30th July—Karlsh 23rd July, Coal—Doddwell & Co.
FOODGROW, British str., 1,223, Vincent, 2nd August—Cebu and Hoihow 29th July, General—Butterfield & Swire.
GERMANIA, German str., 1,717, C. Jorgensen, 31st July—Hoihow via Hoihow 30th July, Coal and Pigs—Jensen & Co.
HAITAN, British str., 1,133, J. S. Roach, 4th August—Swatow 3rd August, General—Doddwell, Lapsley & Co.
HANGSHOW, British str., 999, Manley, 17th June—Chinkiang 11th July, Coal—Butterfield & Swire.
HANGSANG, British str., 1,356, S. Wilde, 4th August—Shanghai 30th and Swatow 3rd August, General—Jardine, Matheson & Co.
HINSANG, British str., 1,356, Smith, 4th August—Wakamatsu 29th July, Coal—Jardine, Matheson & Co.
KALGAN, British str., 1,143, R. Lewis, 3rd August—Newchwang and Chefoo 27th July, Beans and General—Butterfield & Swire.
KASHING, British str., 1,142, H. E. Laver, 25th July—Karlsh 12th July, Coal—Lapleyfield & Swire.
KEONG WAI, German str., 1,777, T. Koller, 31st July—Bangkok 22nd and Swatow 30th July, General—Butterfield & Swire.
KING GEORGE, British str., 2,057, J. E. Jeffrey, 1st August—New York 16th April, Kermanshah Standard Oil Co.
KUSANO, British str., 2,078, E. J. Buller, 30th July—Cebu, Calcutta, Penang and Singapore 24th July, General—Jardine, Matheson & Co.
KWANTAI, Chinese str., 1,536, W. H. Lust, 2nd August—Shanghai 29th July, General—C. M. S. N. Co.
LAERTS, British str., 1,340, Frampton, 16th July—Saigon 14th July, Rice—Wo Fat Sing.
LOONGSANG, British str., 1,063, M. Picknell, 3rd August—Manila 31st July, General—Jardine, Matheson & Co.
MANDAL, Norwegian str., 1,194, E. Erickson, 2nd August—Tientsin 24th July, Rice—Asgard, Thoresen & Co.
MANILA, German str., 1,791, C. Jashansky, 25th July—Melbourne 22nd June, General—Melchers & Co.
NORD, Norwegian str., 716, Haraldsen, 31st July—Saigon 27th July, Rice and Coal—Asiatic Petroleum & Co.
PAXTON, British str., 1,223, Gibb, 11th July—Chefoo and Hoihow 29th July, General—Butterfield & Swire.
RUBI, British str., 1,619, E. W. Almond, 4th August—Manila 1st August, General—Shevan, Tomes & Co.
SELJA, Norwegian str., 750, O. A. Lin, 31st July—Portland 3rd July, General—Portland & Asiatic S.S. Co.
SIGNAL, German str., 907, G. Schalkier, 29th July—Kobe 26th and Hoihow 28th July, Coal—Jensen & Co.
SORSOGON, American str., 321, J. Morte, 3rd August—Dolis 29th July, Sugar—Sorg & Co.
SOSHU MARU, Japanese str., 1,047, T. Sugi, 4th August—Swatow 3rd August, General—Osaka Shosen Kaisha.
SUSANG, British str., 1,776, W. D. Welsh, 26th July—Pulo Lant 15th July, Coal—Arthurs, Matheson & Co.
TOKYO, French str., 3,064, Charbonnel, 2nd August—Marseilles 4th July, Mails and General—Messageries Maritimes.
UJINA MARU, Japanese str., 3,242, I. Hamada, 28th July—Jara 10th July, Sugar—Mitsui Bussan Kaisha.
VORWARTS, German str., 643, Ullrich, 30th June—Penang and Singapore 18th June, General—Jensen & Co.
WONGKOR, German str., 1,115, W. Reher, 17th July—Bangkok and Swatow 16th July, Rice—Butterfield & Swire.
YATSHING, British str., 1,424, M. Courtney, 25th July—Chingwan 17th July, Coal—Jardine, Matheson & Co.
YAWATA MARU, Japanese str., 3,816, Sakine, 3rd August—Tokohawa 24th July, General—Nippon Yusen Kaisha.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	APPOINT	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Black Pier.	3. From Black Pier to Naval Yard.	4. From Naval Yard to East Point.		
LONDON & C. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	1	G. W. Gordon, R.N.R.	To-morrow, at Noon.
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	1	Daniel	About 25th inst.
LIVERPOOL & ANTWERP	GENESK	Brit. str.	1	Rafferty	To-morrow.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMBA	Ger. str.	k.w.	Müller	On 13th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	ANDALUSIA	Ger. str.	k.w.	Noemann	About mid. of Sept.
HAVRE, BREMEN & HAMBURG, &c.	SPERZA	Ger. str.	k.w.	Bloch	On 14th inst.
HAVRE & HAMBURG VIA STRATTS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	On 13th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SARDINIA	Dan. str.	1	C. C. Talbot, R.N.R.	On 11th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Fr. str.	1	Melchers & Co.	Middle of Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BERNARD SIMONS	Fr. str.	1	Melchers & Co.	On 17th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AVA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARMARTHENSHIRE	Brit. str.	1	JARDINE, MATHESON & CO., LD.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	1	JARDINE, MATHESON & CO., LD.	On 1st Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Jap. str.	k.w.	NIPPON YUSEN KAISHA	On 7th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jap. str.	1	HAMBURG-AMERIKA LINIE	End of Sept.
MARSEILLES, HAVRE & COPENHAGEN, &c.	MINORIMA MARU	Jap. str.	1	MELCHERS & CO.	About 25th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	AMERICA MARU	Ger. str.	1	SANDER, WIELER & CO.	On 18th inst., at D'light
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	PRINZ LUDWIG	Ger. str.	1	JARDINE, MATHESON & CO., LD.	On 1st Sept., at D'light
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	SILVERA	Ger. str.	1	ARNHOLD, KARBURG & CO.	On 7th Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	INDEWADI	Brit. str.	1	DODWELL & CO., LTD.	End of Sept.
NEW YORK	WILHELM PAULSEN	Brit. str.	1	DOUGLAS LAFRAIR & CO.	About 25th inst.
BOSTON & NEW YORK	LENNOX	Brit. str.	2	DOUGLAS LAFRAIR & CO.	On 14th inst., at Noon.
BOSTON & NEW YORK	EMPEROR OF JAPAN	Brit. str.	1	J. Boyd	On 11th inst., at Noon
VANCOUVER, B.C. TACOMA & SEATTLE VIA JAPAN	ATYMERIC	Brit. str.	1	M. Hagino	On 21st inst.
VANCOUVER, B.C. TACOMA & SEATTLE VIA JAPAN	MONTAGLO	Jap. str.	1	K. Kawara	On 14th inst., at 4 p.m.
VANCOUVER, B.C. TACOMA & SEATTLE VIA JAPAN	SEATTLE MARU	Jap. str.	1	T. Schikan	On 14th inst., at 4 p.m.
TACOMA VIA KEELUNG, SHANGHAI & JAPAN	KAGA MARU	Jap. str.	1	H. Berger	To-day, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	FINANO MARU	Jap. str.	1	G. W. Williams	On 13th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	1	Melchers & Co.	On 19th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Brit. str.	1	DOUGLAS LAFRAIR & CO.	On 3rd Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	1	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	NIEKO MARU	Jap. str.	1	NIPPON YUSEN KAISHA	On 10th inst., at 4 p.m.
KOBE & YOKOHAMA	HIYACHI MARU	Jap. str.	1	JARDINE, MATHESON & CO., LD.	On 27th inst., at Noon.
KOBE & YOKOHAMA	CHUNSHANG	Jap. str.	1	NIPPON YUSEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	MIYASAKI MARU	Jap. str.	1	JANA-CHINA-JAPAN LINE	On 11th inst., at D'light
KOBE & YOKOHAMA	KOMANO MARU	Dut. str.	1	JARDINE, MATHESON & CO., LD.	On 10th inst., at 4 p.m.
KOBE & YOKOHAMA	THIRSI	Brit. str.	1	BUTTERFIELD & SWIRE	About 11th inst.
KOBE & YOKOHAMA	SUIKING	Brit. str.	1	MELCHERS & CO.	To-day, at 4 p.m.
KOBE & YOKOHAMA	RUEHCHANG	Brit. str.	1	JARDINE, MATHESON & CO., LD.	On 8th inst., at D'light.
KOBE & YOKOHAMA	NANCANG	Ger. str.	1	MELCHERS & CO.	On 8th inst., at Noon.
KOBE & YOKOHAMA	SEIKOW	Ger. str.	1	DAVID SASSON & CO., LTD.	On 12th inst., at 10 a.m.
KOBE & YOKOHAMA	POOSHING	Dan. str.	1	OSAKA SHOSHEN KAISHA	On 12th inst., at 4 p.m.
KOBE & YOKOHAMA	CHENAN	Brit. str.	1	NIPPON YUSEN KAISHA	On 13th inst.
KOBE & YOKOHAMA	HANGSANG	Brit. str.	1	HAMBURG-AMERIKA LINIE	About 13th inst.
KOBE & YOKOHAMA	ABRANTON APCAR	Jap. str.	1	P. & O. S. N. Co.	On 15th inst., at D'light
KOBE & YOKOHAMA	BUJON MARU	Brit. str.	1	MELCHERS & CO.	On 16th inst., at Noon.
KOBE & YOKOHAMA	ANBU	Jap. str.	1	JARDINE, MATHESON & CO., LD.	About 19th inst.
KOBE & YOKOHAMA	YERUSHI MARU	Jap. str.	k.w.	JANA-CHINA-JAPAN LINE	On 24th inst., at Noon.
KOBE & YOKOHAMA	BERZO	Brit. str.	1	OSAKA SHOSHEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	LINAN	Brit. str.	1	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
KOBE & YOKOHAMA	AUTRALIER	Fr. str.	k.w.	OSAKA SHOSHEN KAISHA	To-morrow, at 4 p.m.
KOBE & YOKOHAMA	C. F. FERD. LARSEN	Brit. str.	1	BUTTERFIELD & SWIRE	On 10th inst., at 2 p.m.
KOBE & YOKOHAMA	DEVLIN	Brit. str.	1	DOUGLAS LAFRAIR & CO.	On 12th inst., at Noon.
KOBE & YOKOHAMA	FOOKSANG	Dut. str.	1	DOUGLAS LAFRAIR & CO.	To-day, at 4 p.m.
KOBE & YOKOHAMA	TILATAP	Jap. str.	1	JARDINE, MATHESON & CO., LD.	On 10th inst., at 3 p.m.
KOBE & YOKOHAMA	SORU MARU	Jap. str.	1	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
KOBE & YOKOHAMA	DAIHEI MARU	Brit. str.	1	OSAKA SHOSHEN KAISHA	On 14th inst., at 3 p.m.
KOBE & YOKOHAMA	NINGPO	Brit. str.	2	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 p.m.
KOBE & YOKOHAMA	HAIRAN	Brit. str.	2	OSAKA SHOSHEN KAISHA	On 18th inst., at 4 p.m.
KOBE & YOKOHAMA	HAIRAN	Brit. str.	2	BUTTERFIELD & SWIRE	Beginning of August.
KOBE & YOKOHAMA	HAIRAN	Brit. str.	2	MELCHERS & CO.	On 9th inst.
KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
KOBE & YOKOHAMA	RUBI	Brit. str.	1	CARLOWITZ & CO.	To-morrow, at 3 p.m.
KOBE & YOKOHAMA	TAMING	Brit. str.	1	JARDINE, MATHESON & CO., LD.	On 12th inst., at 4 p.m.
KOBE & YOKOHAMA	YUENANG	Brit. str.	1	BUTTERFIELD & SWIRE	Quick despatch.
KOBE & YOKOHAMA	ZAFIRO	Brit. str.	1	MELCHERS & CO.	
KOBE & YOKOHAMA	TEAK	Brit. str.	1	NIPPON YUSEN KAISHA	
KOBE & YOKOHAMA	SURKANG	Brit. str.	1	CARLOWITZ & CO.	
KOBE & YOKOHAMA	BORENO	Brit. str.	1	JARDINE, MATHESON & CO., LD.	
KOBE & YOKOHAMA	TOTOMI MARU	Jap. str.	1	BUTTERFIELD & SWIRE	
KOBE & YOKOHAMA	ISCHIA	Ital. str.	1		
KOBE & YOKOHAMA	KUMANG	Brit. str.	1		
KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1		
KOBE & YOKOHAMA	TIBODAS	Dut. str.	1		

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAMER FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA." Captain Belsito, will be despatched as above on WEDNESDAY, the 11th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 2nd August, 1909. [4]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI." Captain W. Gray Williams, will be despatched as above on the 21st August, 1909. For Freight or Passage apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 15th July, 1909. [966]



AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRITISH RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"SILESIA." Captain Radonich, will be despatched as above on or about the 25th August. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 30th July, 1909. [3]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARMARTHENSHIRE." Captain Ingram, will be despatched as above about 25th inst. For Freight apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1909. [1031]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE." Captain Daniel, will be despatched as above on or about the 25th instant. The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. Doctor and Stewardess are carried. For further particulars, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1909. [1032]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "LENNOX" ... About 10th Sept.

For Freight and further information, apply to DODWELL & Co., LTD., Agents.

Hongkong, 2nd August, 1909. [1003]

THE Steamship

"ARRATON APCAR." Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 9th inst., at Noon. This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. RETURN TOURS TO JAPAN. Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120. For Freight or Passage, apply to DAVID SASSON & Co., LTD., Agents.

Hongkong, 4th August, 1909. [1039]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE." will be despatched for the above Ports on SATURDAY, the 14th August, 1909. For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 24th July, 1909. [915]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 7th Aug.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SARDINIA	On 11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO	About 13th Aug.	Freight and Passage.
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	NINGPO	On 7th Aug., 4 p.m.
SHANGHAI	CHENAN	On 8th Aug., 4 p.m.
MANILA	TAMING	On 10th Aug., 3 p.m.
TSINGTAU, CHEFOO and NEWCHANG	NANCHANG	On 10th Aug., 4 p.m.
CEBU and ILOILO	SUNGKANG	On 10th Aug., 4 p.m.
WEIHAIWEI and TIENTSIN	KUEICHOW	On 11th Aug., 4 p.m.
SAMARANG and SOERABAYA	SHANTUNG	On 12th Aug., 4 p.m.
SHANGHAI	ANHUI	On 12th Aug., 4 p.m.
SHANGHAI	LINAN	On 15th Aug., 4 p.m.
MANILA	TEAN	On 17th Aug., 3 p.m.
MANILA	ZAMBOANGA	On 18th Aug., 3 p.m.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 19th Aug., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN," "CHINUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—
HONGKONG, 6th August, 1909. **BUTTERFIELD & SWIRE, AGENTS.** 11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	FOOSHING	Friday, 6th Aug., 4 p.m.
MANILA	LOONGSANG	Friday, 6th Aug., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Saturday, 7th Aug., 3 p.m.
CHINWANTAO	SUISANG	Sunday, 8th Aug., 4 p.m.
SHANGHAI	HANGSANG	Sunday, 8th Aug., 4 p.m.
KOBE	CHUNSAUNG	Tuesday, 10th Aug., 4 p.m.
MANILA	YUENSANG	Friday, 13th Aug., 4 p.m.
SHANGHAI, YOKOHAMA, Kobe & MOJI	FOOKSANG	Tuesday, 24th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.** 16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOI and FOOCHOW	FRIDAY, 6th Aug., at 2 p.m.
"HAITANG"	SWATOW, AMOI and FOOCHOW	TUESDAY, 10th Aug., at 2 p.m.
"HAIMUN"	SWATOW	SUNDAY, 12th Aug., at Noon.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 6th August, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and Baltic Ports	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and Baltic Ports	"CATHAY"	End of September.

For Further Particulars apply to **MELCHERS & CO., AGENTS.** 6

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BURI	2540	R. W. Almond	Manila	On 7th Aug., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 14th Aug., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers. 14

Hongkong, 2nd August, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU, Capt. A. Keith.	6,500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU	TAMBA MARU, Capt. C. H. Butler.	6,500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug., at 4 p.m.
KOBE and YOKOHAMA	SHINANO MARU, Capt. K. Kawara.	7,000	TUESDAY, 14th Sept., at 4 p.m.
BOMBAY via SINGAPORE and COLOMBO	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 6th Aug., at Noon.
SHANGHAI and KOBE	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
KOBE and YOKOHAMA	HITACHI MARU, Capt. Wm. Wade.	7,000	FRIDAY, 6th Aug., at 5 p.m.
KOBE and YOKOHAMA	TOTOMI MARU, Capt. R. Smith.	4,500	MONDAY, 9th August.
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU, Capt. B. Kan.	4,500	FRIDAY, 13th August.
	MIYASAKI MARU, Capt. T. Mura.	9,000	FRIDAY, 27th Aug., at 5 p.m.
	KUMANO MARU, Capt. M. Winkler.	6,000	WEDNESDAY, 1st Sept., at Noon.

Fitted with New System of Wireless Telegraphy.

CARGO ONLY.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 Ton Passenger STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Moses) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. Murai) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cope) - On Wednesday, 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO, MANAGER. 15-93

Hongkong, 4th August, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ... 6000 tons gross ... Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6000 " " " " Oct. 26th, at Noon.

S.S. MANSHU MARU ... 500 " " " " Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building. 1462

Hongkong, 29th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SPEZIA ... 15th Aug.

S.S. C. FERD. LAEISZ ... 17th Aug.

S.S. AMERLA ... 27th Aug.

S.S. NICOMEDIA ... 8th Sept.

S.S. LIBERIA ... 15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 4th August, 1909. Hongkong Office. 12

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VUEX ROAD, HONGKONG. 759

Japan Office:—

14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON or ABOUT
TJILATJAP.	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor. **JAVA-CHINA-JAPAN LIJN.** Telephone No. 375.

Hongkong, 2nd August, 1909. 18

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR STEAMERS Tons LEAVES.

(Gross reg.)

TACOMA via KEELUNG, SEAHAT, MOJI, KOBE, SHIMIZU and YOKOHAMA

"SEATTLE MARU" Capt. 6,178 SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for stowage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR STEAMERS LEAVES.

ANPING, TAKAO via SWATOW, & AMOI, "SOSU MARU" Capt. K. Sugi FRIDAY, 6th Aug.

TAMSUI via SWATOW, "DALIN MARU" Capt. Y. Kuburaki at 10 A.M. SUNDAY, 8th Aug.

SHANGHAI via SWATOW, "BUJUN MARU" Capt. Y. Fushiro at 10 A.M. THURSDAY, 12th Aug.

AMOI & FOOCHOW

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOOSUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, MANAGER.

877

NATAL LINE OF STEAMERS.

THE UNDERSIGNED GENERAL AGENTS IN CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1898. 9

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters

and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taka Bar and Tientsin.

DOCK AND ENGINEERING YARD, TONGKU.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to

BUTTERFIELD & SWIRE, Managers.

Tientsin.

Hongkong, 27th July, 1909. 1011

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

